SG

Implementation Guideline for Maintenance Line Operations Safety Assessment (M-LOSA) and Ramp LOSA (R-LOSA) Programs

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ATA Safety Guidelines

Implementation Guideline for Maintenance Line Operations Safety Assessment (M-LOSA) and Ramp LOSA (R-LOSA) Programs

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Highlights

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Chapter 1. Introduction

1-1. Scope of Document

This guideline is a general reference guide for preparing for and implementing a Maintenance Line Operations Safety Assessment (M-LOSA) program or Ramp LOSA (R-LOSA) program. The intended target audience for this guideline is LOSA program managers and members of the implementation team. To be effective, a LOSA program needs to address each individual organization's specific needs and complement existing safety programs.

This document is produced with the assumption that users of this guideline have a basic understanding of airline operations and Safety Management System (SMS) processes; it does not discuss those topics in depth.

Please be aware of the following considerations in using this document:

- This document is intended to provide an overview of LOSA concepts and means of implementing a LOSA program. It is not tailored to any individual user's operating environment and this document does not assure any particular result if it is used. Consequently, the user of this document is responsible for determining whether and how to implement a LOSA program for its operations.
- SMS processes, including LOSA have evolved and will presumably continue to evolve in the future. That means that concepts described in this document may change over time. Users of this document should be aware of that and remain current in SMS developments.

1-2. Background

Safety Management System (SMS) is becoming a worldwide standard throughout the aviation industry. The essential idea of any SMS - be it a product/service provider's SMS or the SMS of the regulator responsible for safety oversight - is to provide a systematic approach to achieving acceptable levels of safety risk. Serving as the core of a company's variety of safety efforts, SMS provides an organizational framework to support a sound safety culture.

SMS recognizes three sources of information (Illson, 2006):

1. Reactive sources highlight issues after an undesired event has taken place
2. Proactive sources look for precursors to undesired events
3. Predictive sources capture system performance as it happens in real-time, normal operations

Line Operations Safety Assessment (LOSA) [1] adopts a truly proactive and predictive strategy to address aviation safety. As a voluntary safety program, LOSA collects safety data during normal

[1] LOSA was originally an acronym for "Line Operations Safety Audit". To better promote voluntary participation and proactive safety culture, the Task Force and other organizations (e.g., International Air Transport Association) have redefined LOSA as "Line Operations Safety Assessment".

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